

THE COIN COLLECTOR'S JOURNAL

Vol. 4, No. 7

October 1937

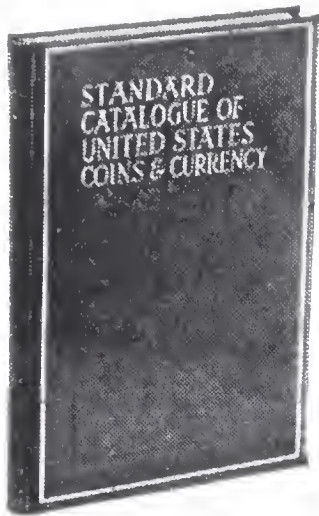


GWALIOR'S MASTERPIECE

SEE PAGE 149

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THE COIN COLLECTOR'S JOURNAL

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Vol. 4, No. 7

New York, October, 1937

Whole No. 43

The United States Commemorative Coin Market

An Editorial

DURING the past several years we have followed the commemorative coin series in an inarticulate manner. We could see no reason for using valuable space "Voicing our Opinions" and have no ambition to be known as prophets in the coin business. We can therefore offer these comments without assuming the "I told you so manner," or retracting any previous statements.

Our view-point, while neither novel nor especially devised to encourage speculation, is that commemorative half-dollars have probably the best future of all United States coins. They are the only distinctive series (aside from the Private Gold Issues) that we have and many are historically as important as any modern issues.

The events of the passing summer have caused collectors no little uneasiness. Recent issues fluctuated in a manner quite unrelated to their rarity and in general the market slid off. This condition was not caused by dealers or collectors but by speculators.

Most of them had been investing their bread and butter money in coins and they soon grew weary of being hounded by bill collectors. So they offered their coins for whatever they could get and the dull summer market could not absorb the pieces offered. This state of affairs is a very natural one and will react in the collector's

favor. The coins will find their way into collector's cabinets and dealer's stocks where they belong and the market will automatically adjust itself. In the meantime don't sell the commemorative coin market short.

It is not possible in this short space to discuss the possible merits of each issue but while we are on the subject we would like to make a remark we have had on the tips of our tongues since the commemorative market attracted little politicians, bankers, hall - bedroom stamp dealers and other uninteresting characters.

Previous to 1934 it is not probable that collectors could absorb more than a few thousand coins of each issue. The remainder of the issues became pocket-pieces or were gradually returned to the mint. Today, with the number of collectors greatly increased, it does not seem likely that there are enough uncirculated coins of the early issues to go around.

The fluctuations in the price of recent issues does not reflect the true value of commemorative coins, neither does the fact that many early issues are still considered common and sell for a dollar or so each. They will not always be known as common and the collector should use every effort to obtain these early pieces in uncirculated condition at the present low price.

Roman Architecture; As Depicted on the Imperial Coinage

By R. W. JOHNSON

PART SEVEN

Class 4:—Symbolical and Non-Attributable Types. (CONTINUED)

Of symbolical types, those which refer to while they do not actually illustrate the extraordinary feats of the Roman architect and engineer, we have two outstanding examples—the allegorical representations of the Aqua and Via Traiana.

History accuses the Romans of merely copying the works of the Greeks. While this may be true in many instances (we know that Greek architects and artisans were regularly employed in building operations at Rome); nevertheless the Roman engineer showed genuine originality and ingenuity in at least two fields—the erection of aqueducts to supply pure drinking water to the larger cities of the Roman empire and the construction of the splendid system of military and post roads which bound the provinces and colonies so closely to the mother country.

The Aqua Traiana

When we think of the Roman aqueduct we are apt to conjure up in our minds a vision of massive superimposed stone and masonry arches flung across some deep valley, such as the Pont du Gard in France or the Devil's Bridge at Segovia, Spain. Or perhaps instead, our idea of a Roman aqueduct is best exemplified in the Aqua Claudia, whose interminable series of high arch spans conveyed such copious streams of water across the Campagna to the baths, fountains and private homes of Rome. An almost perfect specimen of this type of Roman aqueduct still stands amid

the ruins of Roman Carthage near the modern Tunis.

However spectacular these lengthy aerial conduits may appear to the eye they did not by any manner of means dominate the Roman water-works, nor even form a major portion of them. Of the eleven aqueducts which supplied 40 million gallons of water to the city of Rome daily, only one, the Tepula, had a greater section above than below ground.

The Aqua Traiana was peculiar in that its entire length, 35 miles, was subterranean. It functioned on the siphon principle common to most Roman aqueducts and carried its stream of water through concrete channels. Lead pipes were connected at the outlet to convey the water to its final destination. This material was chosen in preference to any other, due to the ease with which it could be moulded and bent to shape.

The sestertius of Trajan bearing the legend "Aqua Traiana" (fig. 1), was probably minted in 111 A.D., two years after the completion and dedication of the aqueduct by that emperor. The reclining male figure, who holds a reed and rests his arm on a pile of rocks from which water gushes, represents a river-god or the "Genius of the Aqua Traiana." Above his head is an arch supported by two pillars. This is usually defined as a grotto or cave of the Nymphs, but it seems to me that it might also be construed to illustrate a cross-sectional view of the channel of the aqueduct, or more probably its outlet.



So well built was this aqueduct of Trajan, that it still supplies water to Rome under its modern Italian appellation, the "Acqua Paola."

The Via Traiana

Although road-building does not properly speaking come under the heading of architecture, but rather engineering, these sciences are so closely related that we seem warranted in making at least some mention of the subject at this point.

The familiar expression "all roads lead to Rome" very aptly sums up the importance of the capital as the administrative center of the empire. This is further substantiated by the remains of the "Milliarium Aureum" or golden milestone in the Forum, on which were engraved the distances to all the principal cities of Italy and the provinces. An official map of the known world, prepared for Augustus by Marcus Agrippa, was also displayed in the

Porticus Vipsania at Rome. "It-ineraria" or road books for the guidance of travellers were compiled from this map.

Wherever possible, particularly in Italy, the Roman roads pushed forward in a straight line, as do the Italian railways at the present time. Ravines and river-beds were spanned by means of viaducts and bridges. In some cases the Roman engineer even tunneled through solid rock in preference to making a slight detour. Of course this did not apply in mountainous regions where too steep gradients or insurmountable natural barriers rendered such a procedure impracticable.

Road beds varied in width from 10 to 15 feet and were constructed of the best material at hand. The Appian Way, just outside of Rome, provides us with the finest example of the work of the Roman road-builder. A trench was first excavated. Into this were placed successive layers of heavy rock and smaller broken stone mixed with

mortar. The pavement was composed of carefully fitted polygonal basalt or limestone blocks which were firmly cemented to this foundation. Permanence was uppermost in the minds of its designers. After 23 centuries of almost continual use, the Appian Way still bears its share of traffic as do many other Roman roads and bridges.

In addition to the Appian Way there were the *Viae Flaminia, Aemilia, Aurelia* and innumerable roads crossing the Alps and Pyrennes, skirting the Mediterranean or spreading out fan-wise through Gaul, Spain, North Africa and the Asiatic provinces. Along these arteries the very life-blood of the empire flowed. Vehicles of every description were to be seen—heavy four wheeled vans for carting merchandise, the light two wheeled covered carriage or "carpentum" (illustrated on the reverse of the "Memoriae Agrippinae" sestertius of Caligula), chariots, the litters or sedan chairs of the patrician carried on the shoulders of slaves, and last but not least the deluxe four wheeled passenger coaches which provided sleeping accommodations for the traveller. These "Pullmans" evolved through the lack of good inns enroute. More fastidious way-farers generally secured shelter at the home of some relative or friend.

Official titles and terms used in connection with the administration of the Roman highways have a strangely modern ring. The general manager of the imperial post was called a "vehiculis"; couriers on imperial missions were furnished with "diplomas" which gave them the right to requisition carriages to speed them on their journey; officials in charge of contracts for the repair of the roads were entitled "curatores" or caretakers; waiting-rooms for the accommodation of travellers during change of horses or repair of the coach were "mansiones" and permanent military posts established at regular intervals along the road to guard against bandits, "stationes."

The imperial road-system totaled 47,000 miles, each mile of which was

indicated by a stele or stone inscribed with the emperor's name. Guide-posts were set up at important intersections.

In figure 2 we see a woman holding a chariot wheel, symbolizing "Transportation," much as she would be portrayed in a group of statuary at the present day. The identifying legend "Via Traiana" appears in the exergue. This road ran between Beneventum and Brundisium, supplementing or superseding a section of the Appian Way which connected these two South Italian cities.

Non-Attributable Types

Certain coins in the imperial series illustrate architectural types of whose background we know little or nothing. The very fact that we cannot definitely assign individual members of this group to historical structures renders them important, in that they furnish us with a lasting record of many an otherwise blank page in the annals of Roman architecture.

In figures 3 and 4 we have typical examples of this class. The former, an argenteus of Maximian, portrays the gate of a fortified camp. The latter, a coin of Diocletian, depicts a group of soldiers sacrificing in front of a similar military camp, whose walls and battlements show in this case. Figure 5, a denarius of Claudius Gothicus, provides us with an illustration of a sacrificial altar—a type which appears on the "consecration pieces" of many emperors and fig. 6, a bronze of Max. Hercules, exhibits a six-columned temple with Roma seated in the center. Still one more coin merits our attention, the "Ludi Saeculares" type of Domitian (fig. 7). It will be noticed that the facade of a temple forms a background for the sacrificial scene. Ceremonies on these occasions took place in front of three temples—Jupiter Capitolinus, Diana on the Aventine and another shrine on the Palatine. Sufficient detail for positive identification with any one of these fanes is lacking.

New Issues of Coins

Described by
HOWLAND WOOD

Gwalior's Masterpiece

In 1925 H. H. Maharaja George Jivaji Rao Scindia Alijah Bahadur ascended the throne of Gwalior. According to his pictures he is a rather good looking young boy, although the portrait on the coin would lead one to think otherwise. If the Maharaja should



be at all like other Oriental potentates of the past, the man that cut this die would be minus his head or his right hand by now. The coin is a copper 1 pice piece and was struck in 1929. Gwalior is one of the native states of India and is situated almost in the central part of the country.

Estonia

The first coin of a 50 Senti denomination has recently appeared. It is dated 1936 and shows the usual arms of



the country and the value in bold numerals. It is made of a nickel alloy approaching the composition of which is known as German silver.

The New Coins of the Philippine Commonwealth

The new coinage of our far eastern possession has been slowly coming to this country. So far the copper centavo, the nickel five and the silver ten and twenty centavos have been seen.



The reverses are the same as before but the obverses now show the arms of the commonwealth instead of the arms of the United States. Other than this there is no evidence on the coins of the change of status of these islands. As on the commemorative coins (See the Journal for Jan. 1937), the new arms are not especially well cut and are in too high relief, so do not strike up as clearly as might be.



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Sightseeing in the British Isles

Via CONDER TOKENS

By H. R. STEPHENS

(Continued)

The section adjacent to the Town of Coventry is noted for its fine churches, the oldest of which St. Michaels (No. 66) we visited first. The Chancel of this beautiful example of Perpendicular Architecture is one of beauty (No. 67). St. Johns (No. 68) erected in 1350 and Holy Trinity (No. 69) were also worthy of the time spent within their walls. Other points of interest awaiting our attention we reluctantly turn our admiring attention towards the ancient ruins of the Grey Friars Church (No. 70) and the White Friars (No. 71), the latter being founded in 1342. Next on our schedule is Ford's Hospital for old women (No. 72), founded in 1529. This structure is a remarkably fine example of ancient timber work. Before leaving Coventry and continuing our trip a short visit is made to the remaining sections of the old fortifications which consist of part of the wall and several gates i.e., White Friars (No. 73), Mill Lane (No. 74) and Cook Street (No. 75). Our visit to the old battlements about exhausting the points of interest in and about Coventry we decide to be on our way.

The road out of Coventry takes us in a north-easterly direction into and through the County of Leicestershire, which first originated as a shire in the 10th century. Leicestershire has very few antiquities of note, being chiefly an agricultural county. There were no tokens issued from this section which commemorate any national monument. Passing over the boundaries of Leicester we enter the southern portion of Lincolnshire, the second largest county of England.

The County of Lincolnshire is largely composed of a plain, small portions of which are below the level of the sea, and one-third of the entire county is composed of what are known as "fens", the soil of which has been formed partly by tidal action, and partly by the decay of forests. At the time of Henry VIII, when the Monasteries were suppressed, the region known as the "fens" held some of the finest abbeys of the Benedictines. The only one commemorated in this series is that at Wainfleet (No. 76) a fishing village on the coast. This abbey was founded by William Waynflete in 1459.

After our visit to the Abbey of Wainfleet we take the road running northwards, crossing the length of Lincolnshire; and after ferrying over the Humber, enter the County of Yorkshire, the largest of the English counties, being more than double the area of Lincolnshire, the next in size.

The County of Yorkshire is divided into three great parts—East—West and North Ridings, and any reference to this area is always prefaced by one of these designations. The Town of Hull (officially Kingston-upon-Hull), at which port we enter the county is located at the junction of the River Hull with the Humber. This town was first known in 1160. Its principal source of revenue is from its shipping as is evidenced by the token illustrated (No. 77). From Hull we strike westwards to Leeds, located in the West Riding and noted for its woollen industries and artistic pottery production, the last named being at its peak during the period of our visit. Much of the business be-

tween the manufacturer and merchant is transacted in Cloth Hall (No. 78) which is the first point of interest we visit. The great importance of the woolen trade is noted by the large number of tokens struck bearing some reference to same —(No. 79) which shows a fleece suspended; and (No. 80) bearing a full length figure of Bishop Blaze holding a wool comb and guarding a lamb; together with many others not here illustrated. After thoroughly inspecting the various points of interest in Leeds, we continue our journey easterly to York, which is situated in the East Riding.

York was a Roman Station, and according to an ancient but erroneous tradition, Constantine the Great was born at this place. The town has many beautiful monuments of the past, finest of which is the Cathedral (No. 81) and first on our list of points of interest. This building occupies the site of the wooden church in which King Edwin was baptized by Paulinus on Easter Day, 627, and is one of the finest in all of England. After thoroughly inspecting the various sections of the cathedral, we journey to Cliffords' Tower (No. 82) containing portions of the fortress built by William the Conqueror. St. Mary's Abbey founded in 1078; St. William's College in 1453; St. Michael-le-Belfry in 1066; and the Guild Hall founded in 1446 are visited and prove to be very interesting reminders of the olden days. Unfortunately these buildings are not immortalized in bronze as part of this series. Finishing our tour of York we turn towards the north, stopping at Barnard Castle lying near the north boundary to view the ruins of Bowes Castle (No. 83). This castle is supposed to have been erected by Alan Niger, first earl of Richmond in the 12th century. It is but a short run from these

ruins to the line dividing Yorkshire from the County of Durham, which came into existence at the death of Ida in the sixth century.

Durham is chiefly dependent upon the coal mining industry and associated trades, as the token illustrated (No. 84) indicates.

Leaving the county of Durham we enter Cumberlandshire, the north-westernmost county of England. This county includes within its limits about one-half of the celebrated Lake District, an area containing all of the principal English lakes. Although mention is made in 875 of the Kingdom of Cumbria, first use of Cumberland to denote a geographical area occurs in 945, when it was ceded to Edmund. The token illustrated (No. 85) depicts one of the many lakes and adjacent castles which are found within the county.

The Lake District of Cumberland is deserving of more time than our limited visit, but we are travelling on schedule, and must depart at previously established hours.

Crossing the easterly border of Cumberland, we enter the county of Northumberland, the northernmost county of England. Although this section is fairly well represented by antiquities, none are commemorated in this series, and we therefore hurry through the county and cross the dividing line between England and Scotland.

Scotland, although composed of many small counties, is not very well represented as a whole in the series under discussion. The Counties of Angus (now known as Forfarshire); Lanark; the district known as Lothian, and the county of Perth represent the major portion of tokens issued. We will therefore only touch upon the other counties as may be necessary in our passing through to the points of interest as illustrated.

The Gold Coins of North and South America

BOOK REVIEW

THAT the rich gold mines of the New World have swayed the destiny of civilization is a fact that not even the most near-sighted historian will dispute. The enormous wealth that has been taken from the mines and river beds and the apparently unlimited residue has incited in countless persons a mad frenzy to possess a share of the yellow metal.

The original inhabitants of the Americas considered gold to be pretty and ornamental but not over useful. After four centuries we have reached a point where we are inclined to agree with their opinion. But with us this is purely a state of mind. Since the beginning of civilization gold has predominated all other metals and will continue to do so notwithstanding the edict of hard-pressed politicians.

Aside from the economical aspects of the New World's gold supply, the numismatist is confronted with the various types and denominations of coins that have been issued. To list and illustrate all such coins within the covers of a single book is a work that Mr. Raymond has long contemplated. The information he has given is the result of years of research and his book, just off the press, reflects his patience and knowledge.

As one turns the pages he is given a picture-story of the growth of the New World. The gold-crazed Spaniards, who conquered and broke the spirit of the native Indian, stare haughtily from the finely engraved illustrations. Here

and there we see a national hero from one of our southern republics, Bolivar, Alvarada, Columbus, Carrera, Rosas, Hidalgo and others who have been portrayed on the yellow golden discs.

We notice the entire lack of art so apparent on most pieces of the early Mexican Republic only to see them enlivened towards the end by revolutionary issues and an occasional commemorative piece of exceptional beauty.

The chaste and simple designs of the early United States issues, gradually becoming more and more stereotyped in style but at the beginning of the 20th century, breaking forth in bold artistic relief under the creative hand of the artist St. Gaudens.

Sixteen pages are devoted to the privately issued gold coins of the United States. Grouped and illustrated as they are, one is enabled to visualize the tendency toward individual initiative that existed during the days of our westward expansion.

In arranging the various coinages the author has followed a logical geographical order, beginning at the north of the hemisphere and travelling southward. The issues are grouped under four different main headings, North America, West Indies, Central America and South America. These are again divided under thirty sub-headings.

Over 400 illustrations have been used to show all the types and, as a guide to collectors, the retail value of each is given.

The edition which is rather limited is small quarto size and cloth bound.

Notes on the Transportation Companies That Have Issued Paper Money

By H. R. Stephens

The Erie & Kalamazoo Railroad Co. The Erie & Kalamazoo Railroad Bank

The Erie & Kalamazoo Railroad Company was incorporated April 22nd, 1833 under a special act of the legislature of the Territory of Michigan, now the State of Michigan—for the purpose of constructing and operating a railroad from Lake Erie (Port Lawrence, now Toledo) to the headwaters of the Kalamazoo River, hence the name Erie and Kalamazoo. At the time of incorporation the entire road was supposed to be in Michigan, but on the final adjustment of the boundary question after the celebrated 'Toledo War' about one third, 11 miles, was found to be in the State of Ohio.

The road as constructed consisted of a thin ribbon of iron laid on oak stringers and was opened for traffic in 1837. Until August of that year the motive power consisted entirely of horses.

On May 18th, 1846 under a special act of the State of Michigan, the charter of the E. & K. RR. Co., was amended fixing the westerly terminus as Adrian, Mich. On August 1st, 1849 it was leased in perpetuity to the Michigan Central Railroad, and is now a part of the New York Central System.

NOTE:—The 25c note illustrated was issued at the time the line of road was supposed to be entirely within the Territory of Michigan, being payable at Toledo (no State), while the \$2.00 note was issued after the settlement of the boundary dispute and is payable at Adrian, Michigan, the westerly terminus.

Northern Indiana Railroad Co. of Indiana

A history of the note illustrated must perforce be of a very sketchy nature. Although the road was known as the Northern Indiana Railroad Co., close

inspection of the note will bring out the fact that it reads "Crawfordsville, Logansport and Northern Indiana RR. Co." This, together with the fact that there were incorporated at various dates from Feb. 6th, 1835 until Feb. 27th, 1855, six separate companies bearing the name "Northern Indiana" make it almost impossible to definitely assign the piece to any particular incorporation.

However, since through various consolidations, they all eventually became a part of the Michigan Southern Railroad it makes very little difference. This note, as in the case of the one issued by the aforementioned company can be assigned to lines now belonging to the New York Central System.

The Atlantic & Gulf Railroad Co.

The Atlantic & Gulf Railroad Company was incorporated Feb. 27th, 1856, and opened for traffic from Screven to Thomasville, 131 miles, in April 1861. In May 1836, this road and the Savannah, Albany & Gulf RR. (a predecessor of the Savannah & Albany RR. Co.), chartered in 1847, were consolidated under the name of the Atlantic & Gulf RR. Co. This merger extended the road from Savannah to Bainbridge, a distance of 236 miles. In 1866 the company completed the Florida branch running from Depont, Ga., to Live Oak, Fla., a distance of 49 miles, and in 1869 the South Georgia & Florida Railroad Co. (Albany branch), was merged with the Atlantic & Gulf System. The A. & G. defaulted on the consolidated bond coupons January 1st, 1877 and Receivers were appointed as of February 19th, 1877. The Road was sold under foreclosure Dec. 9th, 1879, the purchasers organizing under the name of Savannah, Florida and Western Railway Co., which road is now part of the present Atlantic Coast Line R.R. Co.

The Georgia Railroad Bank Agency

On December 21st, 1833 there was incorporated in the State of Georgia a railroad under the name "The Georgia Railroad Company."

Under an act dated Dec. 18th, 1835 the name was changed to the Georgia Railroad and Banking Company. In 1872 when the Macon & Augusta R.R. Co. (chartered in 1859), became a part of the Georgia Railway & Banking Co.'s system, all banking business was turned over to the Georgia Railroad Bank Agency, a company the majority of stock in which was owned by the railroad of similar name.

Under date of May 7th, 1881 the railroad property was leased for a period of 99 years. At the present writing the Louisville & Nashville R.R. Co., and the Atlantic Coast Line R.R. Co., are the joint lessees.

The Tallahassee Railroad Company

The first railroad of this name was incorporated in Florida February 10th, 1834. It was sold at public auction to one Franklin Dibble and associates on March 20th, 1869 and re-incorporated as the Tallahassee Railroad Company (second corporation), under date of June 24th, 1869. The note illustrated was issued by this second corporation.

The original line of road ran from Tallahassee to St. Mark, Fla., a distance of 21 miles. On May 25th, 1870 the Tallahassee R.R. Co. was sold to and merged with the Jacksonville, Pensacola

and Mobile Railroad Co. (chartered the same date as the second Tallahassee corporation), and on Mach 2nd, 1882 the J. P. & M. R.R. Co. was sold to the Florida Central and Western R.R. Co.

This latter road was on March 5th, 1884 merged with the Florida Railway & Navigation Co., and is now a part of the Seaboard Airline Railway Company.

Brunswick & Albany Railroad Company

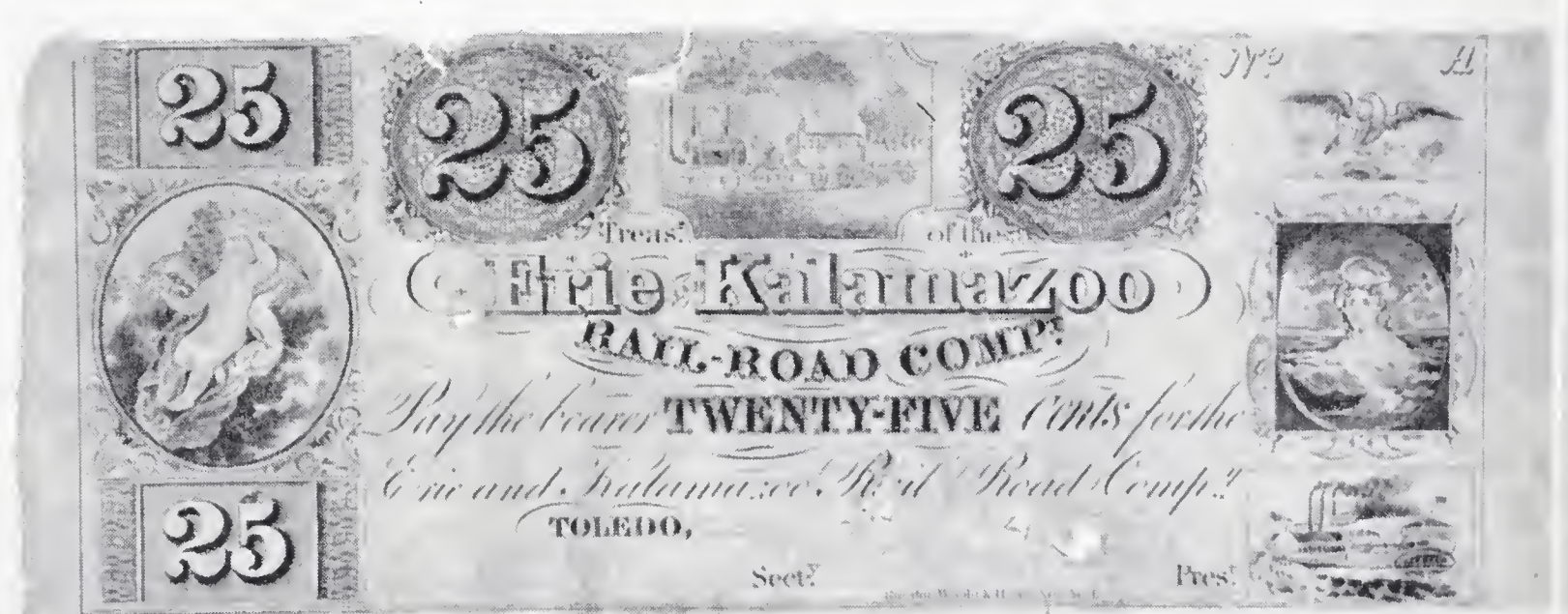
The Brunswick & Albany Railroad Co., the issuer of the note illustrated, was the successor to the Brunswick & Florida R.R. Co., chartered under special act of the State of Georgia dated Dec. 22nd, 1835.

The name Brunswick & Albany came into existence on Dec. 16th, 1861, when the old B. & F. R.R. Co. was reorganized. The name continued in use until Dec. 19th, 1882 when it was changed to Brunswick & Western R.R. Co. This latter road was merged with the Savannah, Florida & Western (see Atlantic & Gulf R.R. Co.) and is now a part of the Atlantic Coast Line R.R. Co.

The Brunswick & Albany R.R. Co. was 171 miles in length and ran from Brunswick, Ga., to Albany, Ga. The line operated under its own management from date of organization until Oct. 30th, 1871 at which time a Receiver was appointed. This form of management continued until July 8th, 1874 when it was put into the hands of a Trustee who had charge until Feb. 22nd, 1879 at which time the road assumed its own management.

**Domestic Coinage Executed, By Mints, During
The Month of August, 1937**

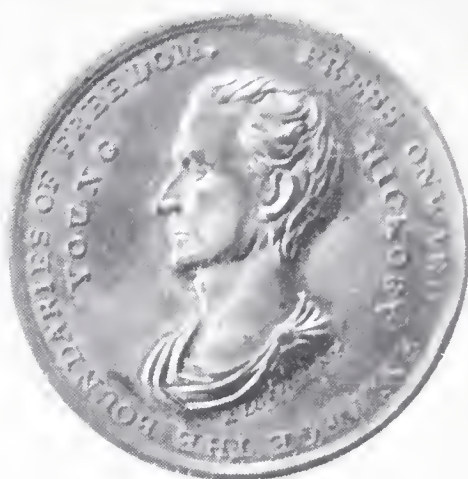
Denomination	Philadelphia	San Francisco	Denver
SILVER			
Half dollars—regular	\$592,251.50		
Half dollars—Antietam, Battle of	25,014.00		
Quarter dollars	229,100.75		
Dimes	870,050.30		\$300,000.00
MINOR			
Five-cent nickels	334,000.00		120,000.00
One-cent bronze	94,709.00		15,000.00



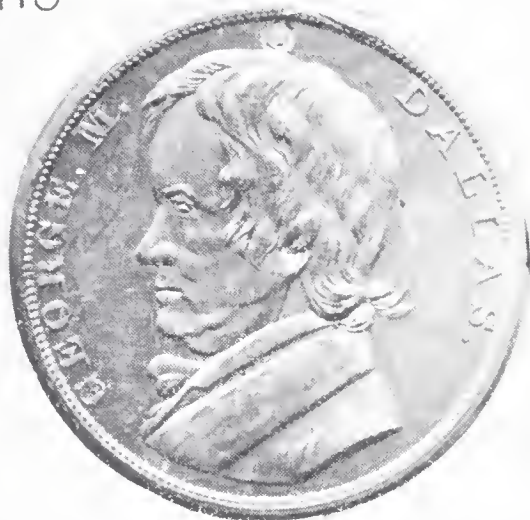




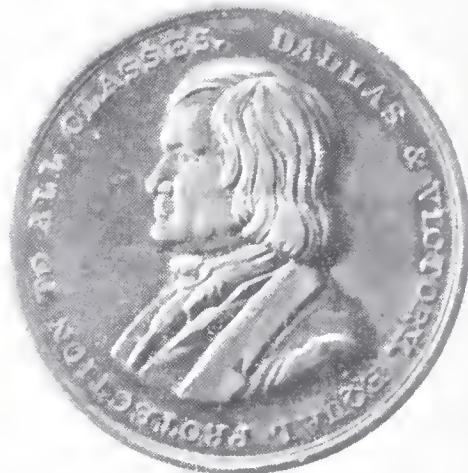
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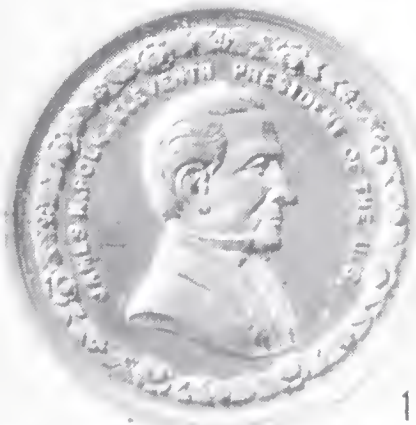
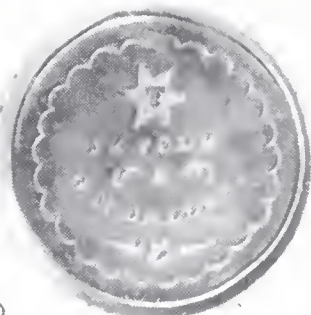
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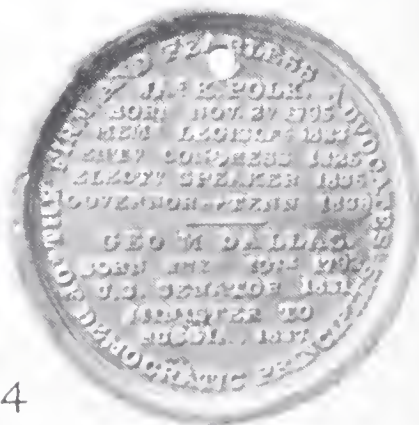
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Medals of the Presidents

(Continued)

JOHN TYLER

President—1841-1845

- 105 Indian Peace Medals. Sizes 48, 38 and 32.



- 106, 107 Obverse—Bust r. in wreath. Reverse—View of residence. Size 22 Copper or white metal. Lovett series.

James Knox Polk

President—1845-1849

- 108 Indian Peace Medals. Sizes 48, 38 and 32.

- 109 Obverse—Busts of Polk and Dallas facing each other and each surrounded by a circle of 26 stars. Eagle above—POLK - DALLAS, THE PEOPLES' CANDIDATES. 1844.

Reverse—SUCCESS WILL CROWN OUR EFFORTS. Female with various agricultural efforts seated to right. White metal. Size 28. By Wagner.

- 110 Obverse—JAMES K. POLK. Bust facing left. Reverse—GEORGE M. DALLAS. Bust facing left. White metal. Size 26. By Leonard.

- 111 Obverse—YOUNG HICKORY. PRESS ONWARD. ENLARGE THE BOUNDARIES OF FREEDOM. Draped bust of Polk to left.

Reverse—DALLAS & VICTORY. EQUAL PROTECTION TO ALL CLASSES. Bust of Dallas to left. Size 24. White metal. By R. Lovett.

- 112, 113 Obverse—Bust r. in wreath. Reverse—View of residence. Size 22. Copper or white metal. Lovett series.

- 114 Obverse—JAS. K. POLK—G. M. DALLAS. Accolated busts to left. Reverse—THE FIRM AND FEARLESS ADVOCATES OF DEMOCRATIC PRINCIPLES. JAS. K. POLK. BORN NOV. 2D, 1795. MEM'R LEGISLA'E 1823, ENT'D CONGRESS 1825, ELECT'D SPEAKER 1835, GOVERNOR OF TENNE. 1838—GEO. M. DALLAS BORN JULY 10TH, 1792. U. S. SENATOR 1831. MINISTER TO RUSSIA 1837. Size 20. White metal. By Smith.

- 115 Obverse—JAMES K. POLK. HEAD to right. Reverse—POLK. DALLAS. TEXAS. Star on liberty pole. Size 18. White metal.

- 116 Obverse—JAMES K. POLK FRIEND OF EQUAL RIGHTS. Bust to left. Reverse—YOUNG HICKORY. DALLAS & VICTORY. Bust of Dallas to left. Size 16. Brass shell.

- 117 Obverse—JAMES K. POLK. Head to right. Reverse—JAMES K. POLK. GEORGE M. DALLAS. Star, inscribed T, in wreath. Size 16. Brass shell.

- 118 Obverse—JAMES K. POLK. Draped bust r. Reverse—J. K. POLK. G. M. DALLAS. Star inscribed T. Size 16. Brass shell.

(To be continued)

CIVIL WAR FRACTIONAL NOTES

NEW YORK

Private Issues

(Continued)

Adams

Uncertain name
On Hungerford's Bank
Nov. 25, 1862. 5c
S. N. Bond
November, 1862. 10c
Smith & Gilbert
Nov. 1, 1862. 5c, 10c, 25c
All unsigned

Alder Creek Station

Utica & Black River Rail Road
Sept. 25, 1862. 5c, 10c, 25c
Some are surcharged across face—
"Payable at the Bank of Utica"

Albany

Delavan House
Nov. 10, 1862. 5c, 25c
Dunlop's Brewery
Undated. 1c, 2c, 3c
Hasting & Co.
On Knickerbocker Co.
Oct. 1, 1862. 5c
Nov. 14, 1862. 3c, 5c
Lewis & Underhill
Nov. 15, 1862. 10c
C. Merrick
On Albany City Bank
Oct. 6, 1862. 25c
Troy & Albany Stage Co.
S. I. & A. C. Halsted
Oct. 18, 1862. 5c, 10c, 25c
Jas. D. White
Nov. 6, 1862. 5c, 25c
Young, Edwards & Co.
Oct. 28, 1862. 5c, 10c, 25c
Last two unsigned
Wing's Flour Store
March 1, 1863. 1c, 2c, 3c

Albion

L. M. Bingham
On Orleans County Bank
Nov. 10, 1862. 5c

Amenia

Hiram Vails' Banking & Coll. office
On Bank of Pawling
Oct. 1, 1862. 5c
Nov. 1, 1862. 5c, 10c, 25c, 50c

Amsterdam

Gardiner & Schuyler
Nov. 15, 1862. 3c
John McDonnell & Co.
Sept. 20, 1862. 5c
C. Miller & Co.
Sept. 26, 1862. 10c, 25c
Morris Bros.
Sept. 22, 1862. 10c, 25c
Wemple & Peck
Oct. 1, 1862. 10c

Ancram

Peaslee & Carpenter
On Stissing Bank of Pine Plains
Oct. 6, 1862. 5c, 10c

Argyle

John C. Rouse
Jan. 8, 1862. 25c

Attica

C. B. Benedict & Co.
On Farmer's Bank of Attica, Batavia,
N. Y.
Nov. 1, 1862. 5c, 10c, 25c

Auburn

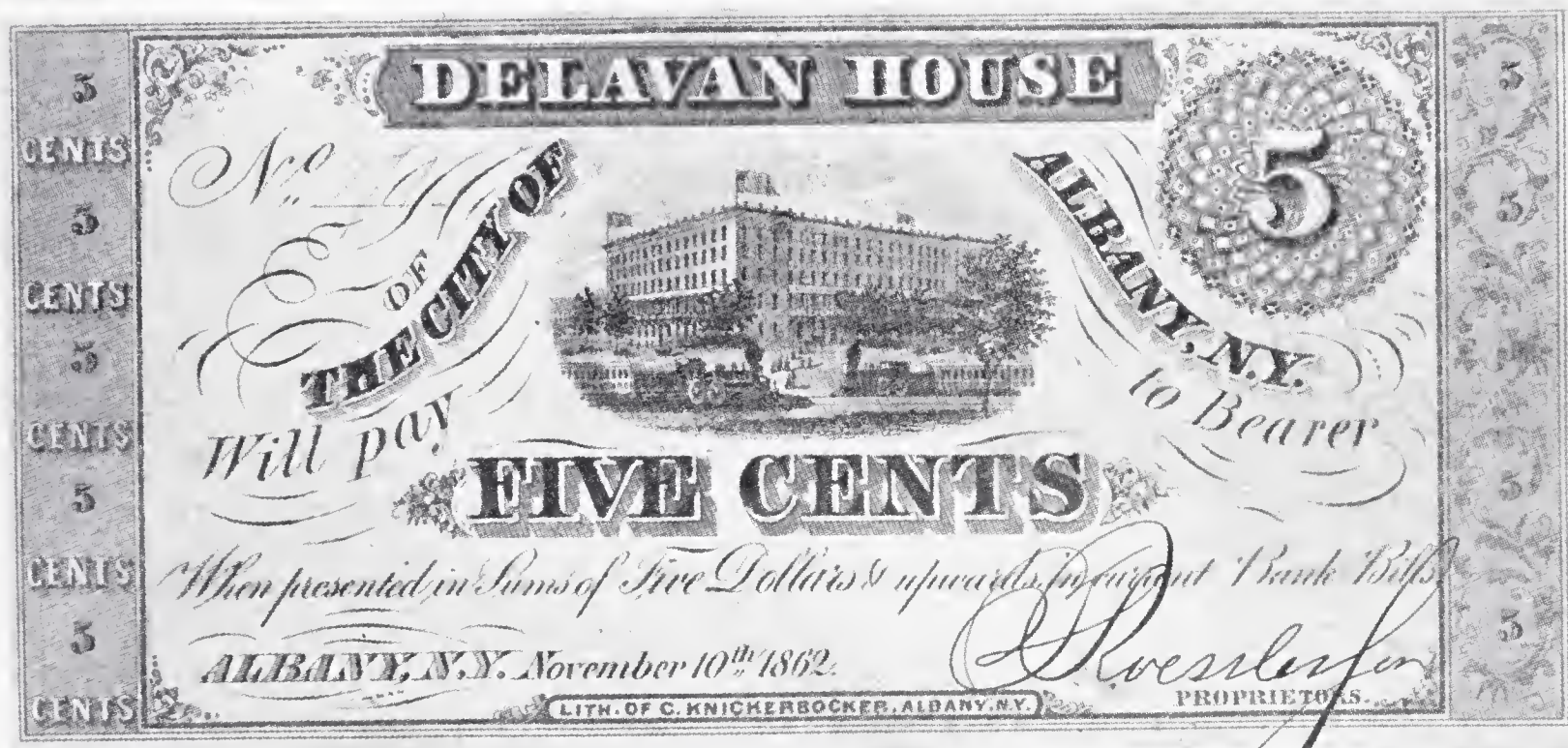
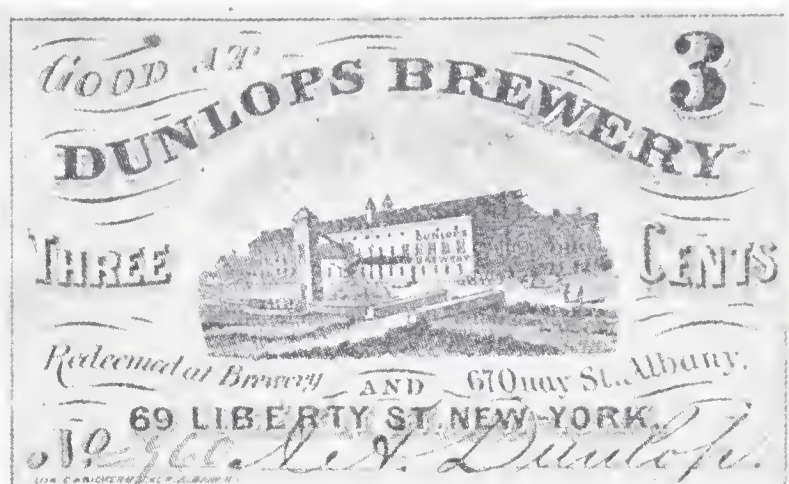
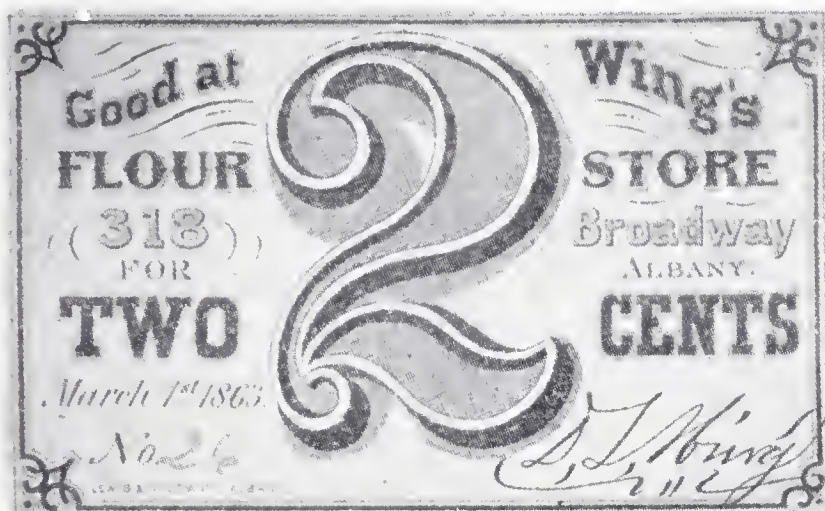
Aug. Howland
On Auburn City Bank
July 21, 1862. 25c, 50c
W. J. Sutton
On Auburn City Bank
Nov. 1, 1862. 5c

Auriesville

Putnam, Faulknor & Co.
On Bank of Amsterdam
Oct. 24, 1862. 10c, 25c (unsigned)

Baldwinsville

James Frazee & Co.
Nov. 1, 1862. 10c, 50c
Unsigned



Ballston Spa

E. W. Lee

Nov. 1, 1862. 5c, 10c (unsigned)

Barrytown

W. J. Best

On City Bank of Poughkeepsie

Oct. 1, 1862. 5c, 10c, 25c

Augustus Martin

On Bank of Poughkeepsie

Nov. 1, 1862. 5c, 10c, 25c

Batavia

Unsigned proofs on Bank of Genesee

Nov. 12, 1862. 5c, 10c, 15c, 25c, 50c

Batchellerville

W. W. Pease

Nov. 23, 1862. 10c, 25c

Unsigned

Bath

Geo. W. Hallock

1862. 5c, 10c, 25c, 50c

All unsigned

Nov. 10, 1862. w.d. 10c

Unsigned notes on Bank of Bath

Nov. 1, 1862. 5c, 10c, 25c, 50c

Binghamton

Unsigned notes

On Susquehanna Valley Bank

Dec. 10, 1862. 10c, 50c

G. Collins & Son

Dec. 10, 1862. 10c, 50c

E. W. Gillespy & Co.

On Bank of Binghamton

Oct. 20, 1862. 10c

Bradford

Merriman Munsen & Co.

Dec. 15, 1862. 5c

Brocton

A. M. Hunt

Nov. 15, 1862. 5c

Brewsters

F. E. Foster

On Croton River Bank

Nov. 20, 1862. 5c

COMMEMORATIVE COINS

Prices Revised to October 1st, 1937

The great demand for United States Commemorative Coins has made it impossible for us to maintain the prices quoted in the Standard Catalogue or Price List. It has, therefore, been deemed advisable to publish a monthly list of our current prices. As our stock is now well balanced we are omitting the "Bids" on half dollars. Prices are subject to change without notice. Postage extra in all cases. All quotations are for uncirculated coins. This list cancels all previous ones.

	Price		Price
1. 1892 Half Dollar. Columbus	1.50	40. 1935 Half Dollar. Texas ..	
2. 1893 Half Dollar. Columbus	1.00	40a. 1935 Half Dollar. Texas D	
3. 1893 Quarter Dol. Isabella	3.00	40b. 1935 Half Dollar. Texas S	
4. 1900 Dollar. Lafayette	5.00	Sold only in sets of three.....	6.00
5. 1915 Half Dol. Pan. Pacific.....	17.50	41. 1936 Half Dollar. Arkansas	
6. 1918 Half Dollar. Lincoln	1.50	41a. 1936 Half Dollar. Arkansas D	
7. 1920 Half Dollar. Maine	6.00	41b. 1936 Half Dollar. Arkansas S	
8. 1920 Half Dollar. Pilgrim	2.00	Sold only in sets of three.....	7.50
9. 1921 Half Dollar. Pilgrim	10.00	42. 1936 Half Dollar. Rhode Island	
10. 1921 Half Dollar. Missouri	20.00	42a. 1936 Half Dollar. Rhode Island D	
11. 1921 Half Dollar. Missouri.2*4	30.00	42b. 1936 Half Dollar. Rhode Island S	
12. 1921 Half Dollar. Alabama	6.00	Sold only in sets of three.....	9.00
13. 1921 Half Dollar. Alabama.2x2	20.00	43. 1936 Half Dollar. Boone	2.25
14. 1922 Half Dollar. Grant	2.50	43a. 1936 Half Dollar. Boone D	
15. 1922 Half Dollar. Grant*	60.00	43b. 1936 Half Dollar. Boone S	
16. 1923 Half Dollar. Monroe	2.00	Sold by the pair only.....	12.00
17. 1924 Half Dollar. Huguenot	3.00	44. 1936 Half Dollar. Texas ..	
18. 1925 Half Dollar. Lexington	2.00	44a. 1936 Half Dollar. Texas D	
19. 1925 Half Dollar. Stone Mt.	1.25	44b. 1936 Half Dollar. Texas S	
20. 1925 Half Dollar. California	3.00	Sold only in sets of three.....	7.50
21. 1925 Half Dollar. Vancouver	10.00	45. 1936 Half Dollar. Oregon	5.00
22. 1926 Half Dollar. Sesqui	2.00	45a. 1936 Half Dollar. Oregon S	10.00
23. 1926 Half Dollar. Oregon	2.00	46. 1936 Half Dollar. San Diego	3.00
24. 1926 Half Dollar. Oregon S	2.00	47. 1936 Half Dollar. Cleveland	2.50
25. 1927 Half Dollar. Vermont	4.00	48. 1936 Half Dollar. Wisconsin	2.25
26. 1928 Half Dollar. Hawaii	15.00	49. 1936 Half Dollar. Cincinnati	
27. 1928 Half Dollar. Oregon	5.50	49a. 1936 Half Dollar. Cincinnati D	
28. 1933 Half Dollar. Oregon	10.00	49b. 1936 Half Dollar. Cincinnati S	
29. 1934 Half Dollar. Oregon	5.50	Sold only in sets of three	30.00
30. 1934 Half Dollar. Maryland	2.00	50. 1936 Half Dollar. Long Island	2.00
31. 1934 Half Dollar. Texas	1.75	51. 1936 Half Dollar. York, Me.	2.25
32. 1934 Half Dollar. Boone	5.00	52. 1936 Half Dollar. Bridgeport	3.00
33. 1935 Half Dollar. Boone	2.50	53. 1936 Half Dollar. Lynchburg	4.50
33a. 1935 Half Dollar. Boone D	6.50	54. 1936 Half Dollar. Elgin, Ill.	2.25
33b. 1935 Half Dollar. Boone S	6.50	55. 1936 Half Dollar. Albany, N.Y.	3.00
34. 1935 Half Dollar. Connecticut	4.50	56. 1936 Half Dollar. San Francisco....	3.00
35. 1935 Half Dollar. Arkansas	3.50	57. 1936 Half Dollar. Columbia, S.C....	
35a. 1935 Half Dollar. Arkansas D	6.00	57a. 1936 Half Dollar. Columbia D	
35b. 1935 Half Dollar. Arkansas S	6.00	57b. 1936 Half Dollar. Columbia S	
36. 1935 Half Dollar. Hudson	10.00	Sold only in sets of three.....	15.00
37. 1935 Half Dollar. San Diego	2.00	58. 1936 Half Dollar. Robinson	3.50
38. 1935 Half Dollar. Spanish Trail	6.50	59. 1937 Half Dollar. Roanoke Is.	2.50
39. 1935 Half Dollar. Boone		60. 1937 Half Dollar. Boone ..	2.50
With small 1934 date.....	2.50	61. 1937 Half Dollar. Oregon D	2.25
39a. 1935 Half Dollar. Same D		62. 1936 Half Dollar. Delaware ..	2.75
39b. 1935 Half Dollar. Same S		63. 1938 Half Dollar. New Rochelle	3.00
Sold only by the pair	75.00		

SILVER COMMEMORATIVE MEDALS

1925 Norse Centennial	1.50	1935 Pony Express Jubilee. Nickel-	
1935 Pony Express. Coin silver	3.00	Silver	.25

GOLD COMMEMORATIVE COINS

	Bid	Ask		Bid	Ask
1903 Dollar. Jefferson	5.00	8.00	1915 50 Dol. Pan. Pac. Round.....	225.00	325.00
1903 Dollar. McKinley	5.00	8.00	1915 50 Dol. Pan. Pac. Octag.	190.00	275.00
1904 Dollar. Lewis-Clark	12.50	18.50	1916 Dollar. McKinley	3.50	5.50
1905 Dollar. Lewis-Clark	10.00	16.50	1917 Dollar. McKinley	6.50	10.00
1915 2½ Dol. Pan. Pacific	12.00	17.50	1922 Dollar. Grant	8.00	12.00
1915 Dollar. Pan. Pacific		6.00	1922 Dollar. Grant. Star		8.00
			1926 2½ Dollar. Sesqui		7.50



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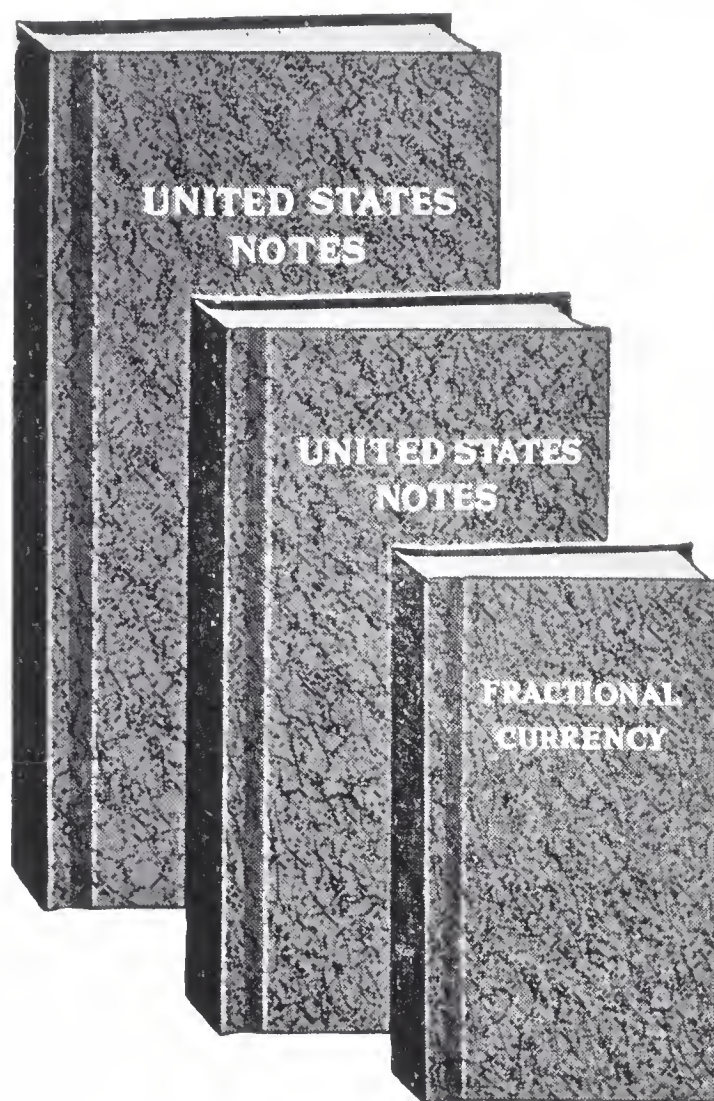
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